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APPENDIX II

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APPENDIX II

No. 1 History and Forecasts of Dependent and Independent Variables and the Forecasting Equation by Airport

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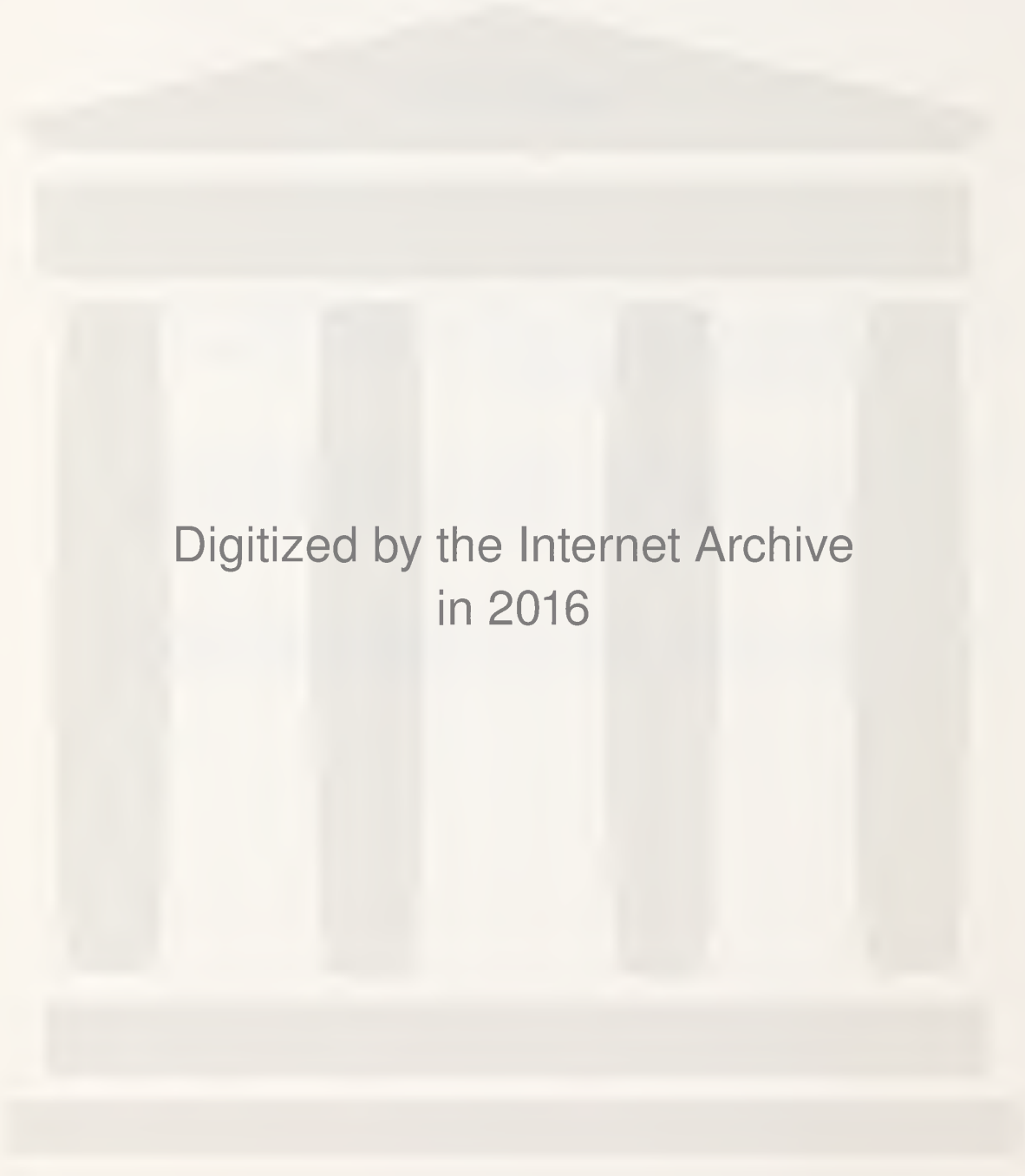
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APPENDIX II

No. 1

HISTORY AND FORECASTS OF DEPENDENT AND INDEPENDENT VARIABLES AND THE FORECASTING EQUATION BY AIRPORT

NOTE ON USE OF FORECASTING EQUATIONS

The forecast summaries which follow are based on the equations derived in Chapter IV. These equations are stated at the bottom of each summary page.

To use these equations, the following units of measure are to be employed:

(1)	Enpl/Cap	in	Enplanements per 100 persons
(2)	Fare	in	Cents per passenger mile
(3)	Per Capita Income	in	Thousands of 1967 dollars
(4)	Enplanements	in	Persons

Example:

The 1992 forecast of Billings enplanements is derived as follows. The dependent variables for 1992 are:

Fare = 8.52 ¢ per passenger-mile

Per Capita Income = $5,815 = $5.815 thousand

Population = 136,800 persons

The forecasting equation is: Enpl/Cap = -55 Air Fare +255 PCI -295

Therefore

$$\text{Enpl/Cap} = (-55 \times 8.52) + (255 \times 5.815) - 295$$

$$= 719.2 \text{ (enplanements per 100 passengers)}$$

And

$$\text{Enpl} = 719.2 \times 1368 = 983{,}866 \text{ passengers}$$

TABLE 1

BILLINGS AIRPORT

STATISTICAL BASE AREA: Yellowstone, Big Horn Counties

Year	Population (000)	Fare (¢/Pax Mi.)	Per Capita Income (1967 $)	Enplanements (000)
1963	89.5	6.56	2,657	69.0
1964	93.2	6.03	2,656	83.8
1965	93.6	6.30	2,655	91.7
1966	89.8	6.49	2,736	97.2
1967	91.4	6.32	2,871	117.9
1968	91.6	5.86	2,933	159.8
1969	94.5	6.17	2,916	182.6
1970	97.4	6.32	2,971	196.6
1971	98.9	6.80	3,000	135.5
Forecast				
1973	101.8	6.62	3,265	177
1974	103.4	6.72	3,370	201
1975	104.9	6.82	3,478	227
1976	106.5	6.92	3,589	254
1977	108.1	7.02	3,704	284
1982	116.7	7.52	4,386	478
1987	126.3	8.02	5,060	741
1992	136.8	8.52	5,815	984

Forecasting Equation: Enpl/Cap = -55 Fare +255 PCI -295

TABLE 2

GLASGOW AIRPORT

STATISTICAL BASE AREA: Valley County

Year	Population (000)	Fare (¢/Pax Mi.)	Per Capita Income (1967 $)	Enplanements (000)
1963	21.9	8.03	2,363	1.3
1964	22.4	7.86	2,360	1.9
1965	22.4	8.50	2,358	1.9
1966	21.1	10.27	2,770	2.1
1967	19.5	8.50	3,052	2.2
1968	12.8	9.24	3,346	2.8
1969	12.2	9.27	3,279	2.4
1970	11.5	12.50	3,354	1.3
1971	11.5	11.73	3,386	1.0
Forecast				
1973	11.5	12.50	3,612	1.0
1974	11.5	12.50	3,702	1.1
1975	11.5	12.50	3,795	1.2
1976	11.5	12.50	3,890	1.4
1977	11.5	12.50	3,987	1.5
1982	11.5	12.50	4,516	2.3
1987	11.5	12.50	5,085	3.3
1992	11.5	12.50	5,727	4.3

Forecasting Equation: Enpl/Cap = -3 Fare +14 PCI -5

TABLE 3

GREAT FALLS AIRPORT

STATISTICAL BASE AREA: Cascade County

Year	Population (000)	Fare (¢/Pax Mi.)	Per Capita Income (1967 $)	Enplanements (000)
1963	81.6	7.15	2,834	58.3
1964	81.3	5.92	2,885	64.1
1965	82.2	6.13	2,937	76.0
1966	79.1	6.39	3,080	89.7
1967	79.6	5.94	3,037	105.5
1968	80.7	5.70	3,112	119.8
1969	71.3	6.05	3,189	141.3
1970	81.8	6.62	3,218	130.1
1971	83.0	6.49	3,249	117.7
Forecast				
1973	85.5	6.92	3,506	163
1974	86.8	7.02	3,608	178
1975	88.1	7.12	3,712	195
1976	89.4	7.22	3,820	213
1977	90.8	7.32	3,930	232
1982	98.0	7.82	4,534	345
1987	106.1	8.32	5,231	499
1992	114.8	8.82	6,035	700

Forecasting Equation: Enpl/Cap = -65 Fare +215 PCI -113

TABLE 4

HAVRE AIRPORT

STATISTICAL BASE AREA: Hill County

Year	Population (000)	Fare (¢/Pax Mi.)	Per Capita Income (1967 $)	Enplanements (000)
1963	19.4	8.95	2,905	0.5
1964	19.3	9.09	2,771	0.9
1965	19.3	7.96	2,638	0.9
1966	18.0	8.99	3,056	1.0
1967	18.1	8.81	2,973	0.9
1968	15.4	8.41	2,788	1.2
1969	16.4	11.01	3,022	1.4
1970	17.4	13.46	3,133	0.7
1971	17.4	10.84	3,163	0.3
Forecast				
1973	17.4			0.5
1974	17.4			0.6
1975	17.4			0.6
1976	17.4			0.7
1977	17.4			0.8
1982	18.0			1.2
1987	19.4			1.9
1992	21.1			2.7

Forecasting Equation: $\text{Enpl/Cap} = .336 \text{ Glasgow } \left(\frac{\text{Enpl}}{\text{Cap.}}\right) + 1.302$

TABLE 5

HELENA AIRPORT

STATISTICAL BASE AREA: Lewis & Clark Subdivision of Lincoln

Year	Population (000)	Fare (¢/Pax Mi.)	Per Capita Income (1967 $)	Enplanements (000)
1963	29.7	7.64	2,911	7.0
1964	29.8	6.59	2,867	7.8
1965	30.0	6.97	2,824	9.5
1966	30.9	7.32	2,818	11.7
1967	31.4	6.47	3,095	13.8
1968	32.3	6.20	3,175	18.6
1969	32.8	6.67	3,296	22.8
1970	33.3	6.89	3,364	22.5
1971	33.8	7.39	3,397	17.3
Forecast				
1973	34.8	7.19	3,687	26
1974	35.3	7.29	3,800	29
1975	35.9	7.39	3,919	31
1976	36.4	7.49	4,040	34
1977	37.0	7.59	4,165	37
1982	39.9	8.09	4,792	53
1987	43.2	8.59	5,449	71
1992	46.8	9.09	6,182	97

Forecasting Equation: Enpl/Cap = -9 Fare +59 PCI -76

TABLE 6

LEWISTOWN AIRPORT

STATISTICAL BASE AREA: Fergus County

Year	Population (000)	Fare (¢/Pax Mi.)	Per Capita Income (1967 $)	Enplanements (000)
1963	14.7	7.40	2,487	0.9
1964	14.6	8.01	2,418	0.9
1965	14.5	8.02	2,348	1.0
1966	13.1	8.61	2,789	1.7
1967	13.1	7.37	2,745	1.6
1968	13.6	11.21	2,794	2.2
1969	13.1	11.61	2,825	0.9
1970	12.6	16.25	2,861	0.3
1971	12.6	9.63	2,888	0.3
Forecast				
1973				0.3
1974				0.4
1975				0.5
1976				0.6
1977				0.7
1982				1.5
1987				2.4
1992				3.3

Forecasting Equation: Enpl = .912 Glasgow (Enpl) - .624

TABLE 7

MILES CITY AIRPORT

STATISTICAL BASE AREA: Custer County

Year	Population (000)	Fare (¢/Pax Mi.)	Per Capita Income (1967 $)	Enplanements (000)
1963	14.5	7.84	2,550	0.8
1964	14.7	7.50	2,649	1.2
1965	15.0	7.86	2,747	1.3
1966	14.1	8.83	3,018	1.4
1967	14.1	8.11	3,117	1.7
1968	13.8	8.28	3,188	1.6
1969	13.0	8.93	3,383	1.6
1970	12.2	10.67	3,290	1.0
1971	12.2	10.22	3,322	0.7
Forecast				
1973	12.2	10.50	3,616	0.7
1974	12.2	10.50	3,732	0.8
1975	12.2	10.50	3,851	1.0
1976	12.2	10.50	3,974	1.1
1977	12.2	10.50	4,101	1.3
1982	12.2	10.50	4,737	2.1
1987	12.2	10.50	5,327	3.0
1992	12.2	10.50	5,997	4.2

Forecasting Equation: Enpl/Cap = -3 Fare +10 PCI +1

TABLE 8

MISSOULA AIRPORT

STATISTICAL BASE AREA: Missoula County. Lake County Subdivisions: Ronan, Charlo, St. Ignatius. Ravalli County Subdivisions: Stevensville, Victor, Hamilton West, Hamilton East, Darby, Hamilton.

Year	Population (000)	Fare (¢/Pax Mi.)	Per Capita Income (1967 $)	Enplanements (000)
1963	65.4	6.78	2,408	11.1
1964	65.4	6.36	2,482	14.0
1965	65.8	6.84	2,557	16.1
1966	71.9	6.92	2,387	21.6
1967	72.8	6.70	2,458	23.4
1968	75.5	5,96	2,547	30.0
1969	77.3	6.97	2,591	43.1
1970	79.3	6.97	2,574	37.5
1971	80.5	7.42	2,599	23.3
Forecast				
1973	82.9			44
1974	84.2			48
1975	85.4			52
1976	86.7			57
1977	88.0			63
1982	95.0			89
1987	102.9			119
1992	111.4			162

Forecasting Equation: Enpl/Cap = .702 Helena (Enpl/Cap) +.836

TABLE 9

WOLF POINT AIRPORT

STATISTICAL BASE AREA: Roosevelt County. Richland County Subdivision: Mona-Andes.

Year	Population (000)	Fare (¢/Pax Mi.)	Per Capita Income (1967 $)	Enplanements (000)
1963	12.9	8.30	1,848	0.6
1964	12.9	9.28	1,993	0.8
1965	12.6	8.89	2,140	0.7
1966	12.5	9.12	2,364	0.8
1967	12.2	7.67	2,417	0.8
1968	11.6	10.84	2,322	1.2
1969	11.3	9.66	2,713	1.8
1970	10.8	12.21	2,565	1.1
1971	10.8	12.93	2,589	0.8
Forecast				
1973	10.8			0.7
1974	10.8			0.8
1975	10.8			0.8
1976	10.8			0.9
1977	10.8			0.9
1982	11.1			1.4
1987	12.1			2.0
1992	13.1			2.7

Forecasting Equation: Enpl/Cap = .505 Glasgow (Enpl/Cap) +2.214

TABLE 10

KALISPELL & WEST YELLOWSTONE AIRPORTS

	Enplanements (000)			
Year	Jackson & Lovell, Wyo.	Kalispell	Total	W. Yellowstone
1963	7.8	2.1	9.9	--
1964	11.0	2.4	13.4	--
1965	10.4	2.7	13.1	--
1966	14.1	3.7	17.8	4.6
1967	18.0	4.8	22.8	5.4
1968	21.0	6.6	27.6	7.4
1969	21.8	7.2	29.0	7.4
1970	23.0	8.2	31.2	2.8
1971		9.0		5.4
Forecast				
1973		10.3		6.8
1974		11.5		7.6
1975		12.9		8.5
1976		14.5		9.5
1977		16.2		10.7
1982		28		19
1987		50		33
1992		88		59

Forecasting Equation: For each airport, an average annual growth rate of 12% is applied.

APPENDIX II

No. 2

CIVIL AIRCRAFT TYPES BY USER CATEGORY
CLASSIFIED BY CAPACITY AND OPERATIONAL
GROUP

APPENDIX II

No. 2

CIVIL AIRCRAFT TYPES BY USER CATEGORY
CLASSED BY CAPACITY AND OPERATIONAL GROUPS

Aircraft Type By User	Capacity Group[1] by Operational Group[2] A	B	C	D/E
Air Carrier				
Turbojet - 4 engine - standard	L			
- stretched	X			
- jumbo	X			
- Concorde	L			
U. S. SST	X			
- 3 engine - standard		M		
- stretched		L		
- 2 engine - standard		M		
- jumbo		X		
Turboprop - 4 engine		M		
- 2 engine		T		
Piston - 4 engine		S		
- 2 engine		T		
General Aviation				
Turbine powered			T	
Piston powered				T

1/
Capacity Group
X - +200 seats
L - 120 - 199 seats
M - 75 - 119 seats
S - 55 - 74 seats
T - 54 and under

2/
Operational Group
A - Air carrier - 4 engine turbojet
B - Air carrier - all other aircraft
C - General aviation turbine powered
D/E- General aviation-all other acft.

AIRCRAFT CLASSIFICATIONS FOR AIRPORT POPULATION

NOTE

These classes are not directly comparable to the FAA Terminal Instrument Procedures (TERPS) categories.

Class-A aircraft: all jet aircraft normally requiring runway lengths exceeding 6000 feet (corrected to sea level) for takeoff and/or landing.

BAC (Vickers) VC 10
Boeing 707
720
747
Boeing 2707 (SST)
de Havilland (H.S.) Comet
Convair 880
990
Douglas DC8
DC10
Sud Caravelle
Lockheed 1011

Class-B aircraft:

1. Piston and turboprop aircraft having a normal loaded weight in excess of 36,000 pounds.
2. Jet aircraft not included in class A but having a normal loaded weight in excess of 25,000 pounds.

BAC 111
Boeing 727
737
Canadair CL-44
Convair 240/340/440
580/600
Curtiss C-46
Douglas DC-4
DC-6 (C-118)
DC-7
DC-9
Lockheed Constellation
Electra
Jetstar (C-140)
Martin 404
Vickers Viscount
Vanguard

Class-C aircraft:

1. Piston and turboprop aircraft having a normal loaded weight greater than 8000 pounds and less than 36,000 pounds.
2. Jet aircraft having a normal loaded weight greater than 8000 pounds but less than 25,000 pounds.

Aero Commander Jet Commander
Beech 18 (C-45)
(also Dumod)
PACAIR
RAUSCH
VOLPAR
Beech King Air
Dassault Fan Jet Falcon
Douglas B-26
(also On Mark Smith)
DC-3 (C-47)
Super DC-3 (C-117D)
Fairchild F-27/F-227
(also Fokker F27)
Grumman Gulfstream I
Gulfstream II
H.S. (D.H.) 125
Lear Jet 23
24
Lockheed 18 Lodestar
(also Lockheed 37)
Lockheed PV-2
Oakland
Pacaero
Nord 262
North American Saberliner (T-39)

Class-D aircraft: all light twin-engine piston and turboprop aircraft having a normal loaded weight less than 8000 pounds, and some high-performance single-engine light aircraft (such as the Beech Bonanza). They are normal, small, light, twin engined aircraft with the exception of those marked with an asterisk (*).

Aero Commander (500, 600, 700 Series, Grand, and Turbo)
Beech Bonanza*
Debonair*
Beech Baron
Travel Air
Queen Air
Twin Bonanza
(also Swearingen Excalibur)
Cessna 310
320
411
336/337
D.H. (H.S.) Dove
(also Riley 400)
Navion-Camair 480 and
Temco Riley Twin
Piper Apache
Aztec
Twin Comanche

Class-E aircraft: all single-engine aircraft with the exception of the Mustang (C), Bonanza (D), and Debonair (D), and small STOL aircraft some of which may have two engines (Twin Otter).

The most common types of class E aircraft are:

Cessna series 150 through 210
Mooney 20 series
Piper series, Tri-Pacer, Colt, Comanche, and Cherokee
Other miscellaneous types are Beech Musketeer, D.H. Beaver, Bellanca, Helio Courier, Luscombe, Navion, and the Stinson.

Military Aircraft

These common military aircraft which may be seen at civil airports under normal conditions are listed by class.

Civilian equivalent is given where applicable in parenthesis.

With military aircraft in the population, the capacity can be determined using the population class shown on the following page (classes A to E). However, the results are only accurate with a relatively low percent of military aircraft in the population. This limitation does not apply to the military aircraft which have a civil equivalent such as the KC-135 which has the civil equivalent (707) shown in parenthesis.

APPENDIX II

No. 3

INDIVIDUAL AIRPORT FINANCIAL FEASIBILITY ANALYSIS BY COUNTY

(For Airports Owned by Municipalities)

APPENDIX II

No. 3: INDIVIDUAL AIRPORT FINANCIAL FEASIBILITY ANALYSIS BY COUNTY Under Alternative 1*

In interpreting the results of the analyses, it should be noted that:

1. Tax revenues used are based on a two mill airport tax levy.

2. Development costs are total local share of the cost, i.e., 50% of the State aid is not deducted.

3. The airport feasibility evaluation presented in the "Remarks" section for each county, is based on three basic assumptions:
   a) Airport mill levies can be increased.
   b) Airport mill taxes can be accumulated for at least 10 years.
   c) State participation rate is 50% in the nonfederal or local share of the airport development costs.

Summary Tables of airports, classified by required mill levy, are presented first. The detailed airport financial feasibility analysis by county is presented next in county alphabetical order.

* See Chapter VI

1. Airports having Adequate Tax Revenues with a 2-mill Airport Levy:

	Airports	County Where Located
1.	Dillon, Wisdom	Beaverhead
2.	Hardin	Big Horn
3.	Towsend City	Broadwater
4.	Bridger, Red Lodge	Carbon
5.	Ekalaka	Carter
6.	Great Falls	Cascade
7.	Big Sandy, Geraldine, Fort Benton	Chouteau
8.	Miles City	Custer
9.	East Poplar, Scobey	Daniels
10.	Anaconda	Deer Lodge
11.	Baker	Fellon
12.	Kalispell City	Flathead
13.	Bozeman, Three Forks	Gallatin
14.	Jordan	Garfield
15.	Lavina, Ryegate	Golden Valley
16.	Boulder	Jefferson
17.	Polson, Ronan, St. Ignatius	Lake
18.	Augusta	Lewis & Clark
19.	Chester	Liberty
20.	Eureka, Libby, Fortine	Lincoln
21.	Circle	McCone

	Airports	County Where Located
22.	White Sulphur Springs	Meagher
23.	Superior	Mineral
24.	Seely Lake	Missoula
25.	Livingston	Park
26.	Malta, Morgan	Phillips
27.	Conrad, Valier	Pondera
28.	Broadus City	Powder River
29.	Deer Lodge	Powell
30.	Terry	Prairie
31.	Hamilton, Stevensville	Ravalli
32.	Fairview, Sidney	Richland
33.	Poplar, Wolf Point, Culbertson	Roosevelt
34.	Ashland, Forsyth	Rosebud
35.	Medicine Lake, Plentywood	Sheridan
36.	Columbus	Still Water
37.	Big Timber	Sweet Grass
38.	Choteau, Dutton, Fairfield	Teton
39.	Shelby	Toole
40.	Hysham	Treasure
41.	Harlowton	Wheatland
42.	Billings	Yellowstone

2. Airports having Adequate Tax Revenues with a 3-mill Airport Levy:

	Airports	County Where Located
1.	Glendive	Dawson
2.	Kalispell GPI, Whitefish	Flathead
3.	Cut Bank	Glacier
4.	Drummond, Phillipsburg	Granite
5.	Havre	Hill
6.	Stanford	Judith Basin
7.	Twin Bridges, Ennis	Madison
8.	Roundup	Musselshell
9.	Hot Springs, Plains, Thompson Falls	Sanders
10.	Laurel	Yellowstone

3. Airports having Adequate Tax Revenues with a 4-mill Airport Levy:

	Airports	County Where Located
1.	Denton, Winifred	Fergus
2.	Glasgow, Opheim	Valley

4. Airports having Adequate Tax Revenues with a 5-mill Airport Levy:

	Airports	County Where Located
1.	Missoula	Missoula

5. Airports having financial problems.

The following airports will need mill levies more than 6:

	Airports	County Where Located
1.	Chinook, Harlem, Turner	Blaine
2.	Lewistown	Fergus
3.	Helena	Lewis & Clark
4.	Butte	Silver Bow

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Beaverhead

Owner	Airport	Item	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
Co.	Dillon	NR	-11	-13	-14	-10
		DC	70	23	40	4
Co.	Wisdom	NR	-2	-2	+3	+10
		DC	78	3	3	2
	Total	NR	-13	-15	-11	--
		DC	148	26	43	6
		FR	161	41	54	6
		PT	129	178	194	215

Remarks:

The maximum levy required is 2 mills. With the State aid as assumed, Beaverhead County can finance the development costs.

[1] See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Big Horn

Owner	Airport	Item \ Period	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
Co.	Hardin	NR	-11	-16	-13	-9
		DC	54	2	14	2
		FR	65	18	27	11
		PT	130	177	195	216

Remarks:

Big Horn County has sufficient fiscal capacity to cope with airport development programs in the future. Actual airport mill levy can be lower than 2 mills.

[1]See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Blaine

Owner	Airport	Item	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
Co.	Chinook	NR	-10	-15	-11	-16
		DC	33	2	2	2
Co.	Harlem	NR	-15	-24	-22	-19
		DC	31	2	2	14
Co.	Turner	NR	-8	-12	-10	-9
		DC	312	1	1	--
	Total	NR	-33	-51	-43	-44
		DC	376	5	5	16
		FR	409	56	48	60
		PT	86	110	111	114

Remarks:

With 50% State aid in the development costs, the total financing need for the 1974-1977 period is $221,000. At least a six mill tax is required to satisfy the need for this period. Bond financing for the period of 1974-1987 is recommended with a 2 mill levy.

[1] See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Broadwater

Owner	Airport	Item	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
*	Townsend Townsend	NR	-2	-3	-1	+2
		DC	22	3	2	1
		FR	24	6	3	--
		PT	44	57	58	59

Remarks:

There is no financing problem.

[1] See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Carbon

Owner	Airport	Item	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
*	Bridger	NR	-11	-18	-18	-17
		DC	89	--	1	--
*	Red Lodge	NR	-16	-24	-21	-17
		DC	37	3	2	34
	Total	NR	-27	-42	-39	-34
		DC	126	3	3	34
		FR	153	45	42	68
		PT	141	184	186	190

Remarks:

There is no financing problem with 50% State aid in the development costs.

[1]See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Carter

Owner	Airport	Item	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
Co.	Ekalaka	NR	-5	-7	-6	-4
		DC	5	1	1	2
		FR	10	8	7	6
		PT	49	61	62	63

Remarks:

No financing problem exists with 2 mill airport tax revenues.

[1] See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Cascade

Owner	Airport	Item	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
AA	Great Falls	NR	+1665	+3099	+3660	+3795
		DC	4310	93	--	--
		FR	2645	--	--	--
		PT	797	1139	1249	1384

Remarks:
A Master Plan is completed for Great Falls. Some of the facilities identified as requirements in the 1974-1977 period are under construction. Bond financing has been obtained for this airport. For the entire period, airport operating revenues together with city tax revenues from a 2 mill airport tax are considered adequate in the Master Plan, when implemented.

[1]See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Chouteau

Owner	Airport	Item	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
Co.	Big Sandy	NR	-17	-28	-27	-26
		DC	61	--	1	1
Co.	Geraldine	NR	-13	-19	-17	-16
		DC	40	2	2	2
*	Fort Benton	NR	-9	-14	-11	-8
		DC	22	2	60	2
	Total	NR	-39	-61	-55	-50
		DC	123	4	63	5
		FR	162	65	118	55
		PT	165	199	201	204

Remarks:

No financing problem with 2 mill airport tax revenues.

[1] See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Custer

Owner	Airport	Item	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
*	Miles City	NR	-63	-87	-59	-30
		DC	81	21	51	50
		FR	144	108	110	80
		PT	126	166	178	198

Remarks:

There is no financial problem with 2 mill airport tax revenues and State aid.

[1] See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Daniels

Owner	Airport	Item \ Period	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
Co.	E.Poplar	NR	-2	-3	-1	+1
		DC	9	--	2	3
*	Scobey	NR	-10	-14	-12	-8
		DC	33	2	2	2
	Total	NR	-12	-17	-13	-7
		DC	42	2	4	5
		FR	54	19	17	12
		PT	49	62	63	64

Remarks:

There is no financial problem with 2 mill airport tax revenues and State aid.

[1] See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Dawson

Owner	Airport	Item	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
*	Glendive	NR	-45	-75	-72	-71
		DC	222	4	2	16
		FR	267	79	74	87
		PT	143	186	188	192

Remarks: With State aid, the financial requirement is expected to be $156,000 compared with $143,000 in tax revenues during the 1974-1977 period. Bond financing is recommended for the 1974-1982 period with 2 mill levies. If bond financing is not used, at least a 3 mill levy is required during the 1974-1977 period. The actual mill levy can be lower than 2 mills after this period.

[1] See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Deer Lodge

Owner	Airport	Item \ Period	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
*	Anaconda	NR	-16	-25	-23	-21
		DC	19	2	19	3
		FR	35	27	42	24
		PT	141	180	183	187

Remarks:

Two mill airport tax revenues are sufficient for the entire period.

[1] See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Fallon

Owner	Airport	Item \ Period	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
*	Baker	NR	-25	-38	-34	-28
		DC	33	2	16	4
		FR	58	40	50	32
		PT	172	236	257	282

Remarks:

There is no financial problem with 2 mill airport tax revenues.

[1]See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Fergus

Owner	Airport	Item	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
*	Denton	NR	-12	-19	-19	-19
		DC	14	--	1	--
*	Lewis-town	NR	-75	-85	-54	-48
		DC	82	14	968	12
*	Winifred	NR	-5	-7	-7	-6
		DC	41	2	1	1
	Total	NR	-92	-111	-80	-73
		DC	137	16	970	13
		FR	229	127	1050	86
		PT	172	218	220	230

Remarks:
With 2 mill airport tax revenues and State aid, there is no financial problem through 1982. For the period 1983-1987, a 6 mill levy is required due to heavy capital expenditures needed. Bond financing for the 1983-1992 period is recommended with a 3 mill levy. An immediate master plan study is recommended for Lewistown.

[1] See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Flathead

Owner	Airport	Item	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
Ci.	Kalispell City	NR	2	10	25	43
		DC	74	17	19	20
	City Totals	FR	72	7	--	--
		PT	86	113	118	124
Co.	Kalispell GPI	NR	-82	-151	-91	+133
		DC	517	429	693	466
Co.	Whitefish	NR	-3	-4	-3	-2
		DC	70	2	2	3
	County Totals	NR	-85	-155	-94	+131
		DC	587	431	695	469
		FR	672	586	789	338
		PT	345	484	537	600

Remarks:

The City of Kalispell has no financing problem with 2 mill airport tax revenues. For the county airports, State aid and 3 mill airport tax revenues are required to finance the first period of 1974-1977. Thereafter, a 2 mill levy will be sufficient.

[1] See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Gallatin

Owner	Airport	Item	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
AA	Bozeman	NR	+226	+1260	+1780	+1781
		DC	2606	785	896	--
		FR	2380	--	--	--
*	Three Forks	NR	-6	-9	-8	-6
		DC	13	3	1	1
		FR	19	12	9	7
		PT	288	394	433	479

Remarks:

Bozeman Airport's Master Plan was completed and approved by the FAA in 1972. The conclusion reached was that Bozeman airport can be expanded by bond financing supported by airport generated revenues. For Three Forks, the county tax base is sufficient.

[1] See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Garfield

Owner	Airport	Item	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
Co.	Jordan	NR	-10	-15	-14	-12
		DC	10	--	15	6
		FR	20	15	29	18
		PT	47	59	59	60

Remarks:

No financial problem is anticipated with 2 mill airport tax revenues.

[1] See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Glacier

Owner	Airport	Item	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
*	Cut Bank	NR	-57	-89	-80	-70
		DC	269	2	4	4
		FR	326	91	84	74
		PT	184	234	252	279

Remarks:

With State aid and 3 mill airport tax revenues, Cut Bank Airport can be financed for the period 1974-1977. Actual mill levies after 1978 can be substantially lower than 2 mills.

[1] See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Golden Valley

Owner	Airport	Item	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
Co.	Lavina	NR	-5	-8	-8	-7
		DC	16	--	--	--
Co.	Ryegate	NR	-5	-8	-7	-5
		DC	4	--	2	1
	Totals	NR	-10	-16	-15	-12
		DC	20	--	2	1
		FR	30	16	17	13
		PT	30	37	38	38

Remarks:

There is no financial problem with 2 mill airport tax revenues.

[1]See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Hill

Owner	Airport	Item \ Period	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
*	Havre	NR	-14	-19	-7	+9
		DC	414	11	11	12
		FR	428	30	18	3
		PT	195	268	288	318

Remarks:

With State aid, the total financial requirement is $221,000 for the 1974-1977 period. A 3 mill levy is required for this period. No financial problem is expected after 1977. An immediate Master Plan study is recommended for this airport.

[1] See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Granite

Owner	Airport	Item	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
Co.	Drummond	NR	-4	-6	-4	-2
		DC	29	--	1	1
*	Philips-burg	NR	-8	-13	-10	-6
		DC	58	--	2	--
	Totals	NR	-12	-19	-14	-8
		DC	87	--	3	1
		FR	99	19	17	9
		PT	46	59	61	66

Remarks:

With 50% State aid and a 3 mill levy, the financial requirement can be met during the 1974-1977 period. Thereafter, 2 mill airport tax revenues will be sufficient to meet the needs.

[1] See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Jefferson

Owner	Airport	Item \ Period	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
*	Boulder	NR	-4	-6	-5	-3
		DC	13	--	89	--
		FR	17	6	94	3
		PT	76	104	113	125

Remarks:

There are adequate financial resources for the entire study period.

[1]See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Judith Basin

Owner	Airport	Item \ Period	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
Co.	Stanford	NR	-20	-33	-31	-30
		DC	113	2	2	3
		FR	133	35	33	33
		PT	76	97	98	99

Remarks: In addition to 50% State aid, there is an estimated need of $77,000 for the 1974-1977 period. A 3 mill levy should be sufficient to meet this requirement. No financial problems exist for the subsequent periods.

[1] See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Lake

Owner	Airport	Item	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
*	Polson	NR	-12	-18	-16	-14
		DC	187	7	5	16
Co.	Ronan	NR	-6	-10	-10	-10
		DC	19	1	2	1
Co.	St. Ignatius	NR	-4	-6	-4	-3
		DC	10	2	7	26
	Totals	NR	-22	-34	-30	-27
		DC	216	10	14	43
		FR	238	44	44	70
		PT	164	224	245	270

Remarks:

With State aid, tax revenues based on a 2 mill levy are adequate.

[1] See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Lewis and Clark

Owner	Airport	Item	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
Co.	Augusta	NR	-4	-6	-3	+1
		DC	6	--	2	2
*	Helena	NR	-152	-193	-72	+84
		DC	1716	288	251	404
	Totals	NR	-156	-199	-75	+85
		DC	1722	288	251	406
		FR	1878	487	326	321
		PT	338	468	513	569

Remarks: For the 1974-1977 period in addition to State aid, the local financing requirement is more than one million dollars. At least a 7 mill levy is required to meet this need. Helena requires a Master Plan. It is recommended that a plan be adopted which requires bond financing extending over 10 years with a 4 mill levy.

[1] See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Liberty

Owner	Airport	Item \ Period	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
Co.	Chester	NR	-13	-24	-23	-21
		DC	17	28	2	3
		FR	30	52	25	24
		PT	63	83	89	98

Remarks:

Adequate financial resources are available with a 2 mill levy.

[1]See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Lincoln

Owner	Airport	Item	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
*	Eureka	NR	-14	-22	-20	-17
		DC	30	2	11	2
*	Libby	NR	-7	-9	-3	+4
		DC	52	25	6	16
Pr.	Fortine	NR	-5	-9	-8	-8
		DC	1	--	2	3
	Totals	NR	-26	-40	-31	-21
		DC	83	27	19	21
		FR	109	67	50	42
		PT	156	217	239	265

Remarks:

Adequate financial resources are available with a 2 mill levy.

[1] See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Madison

Owner	Airport	Item	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
*	Twin Bridges	NR	-14	-23	-21	-19
		DC	86	1	--	1
Pr.	Ennis	NR	-2	-21	-31	-28
		DC	110	4	2	3
	Totals	NR	-16	-44	-52	-47
		DC	196	5	2	4
		FR	212	49	54	51
		PT	84	108	115	126

Remarks:

Three mill airport levies are required for the first period of 1974-1977. Actual levies after this period will be substantially lower than 2 mills.

[1] See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: McCone

Owner	Airport	Item \ Period	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
*	Circle	NR	-19	-30	-30	-28
		DC	34	6	8	10
		FR	53	36	38	38
		PT	60	79	84	93

Remarks:

There is no financial problem with 2 mill airport tax revenues.

[1]See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Meagher

Owner	Airport	Item	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
*	White Sulphur Springs	NR	-7	-13	-12	-21
		DC	20	13	2	25
		FR	27	26	14	46
		PT	46	62	66	73

Remarks:

There are adequate financial resources with 2 mill airport tax revenues.

[1] See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Mineral

Owner	Airport	Item	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
Co.	Superior	NR	-13	-20	-18	-16
		DC	8	1	1	2
		FR	21	21	19	18
		PT	33	43	47	51

Remarks:

There are adequate financial resources with 2 mill airport tax revenues.

[1]See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Missoula

Owner	Airport	Item	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
Co.	Missoula	NR	96	214	395	656
		DC	2384	792	--	--
Co.	Seely Lake	NR	-5	-7	-5	-2
		DC	13	--	2	2
	Totals	NR	+91	+207	+390	+654
		DC	2397	792	2	2
		FR	2306	585	--	--
		PT	500	678	745	827

Remarks:

The total local financial requirement for 1974-1977 is more than $1.1 million against one half million dollars in tax revenues. Five mill levies may be required for the first period. With bond financing and State aid, a 3 mill levy over a 10 year period will be sufficient.

[1] See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Missoula

Owner	Airport	Item	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
Co.	Missoula	NR	96	214	395	656
		DC	2384	792	--	--
Co.	Seely Lake	NR	-5	-7	-5	-2
		DC	13	--	2	2
	Totals	NR	+91	+207	+390	+654
		DC	2397	792	2	2
		FR	2306	585	--	--
		PT	500	678	745	827

Remarks:

The total local financial requirement for 1974-1977 is more than $1.1 million against one half million dollars in tax revenues. Five mill levies may be required for the first period. With bond financing and State aid, a 3 mill levy over a 10 year period will be sufficient.

[1] See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Musselshell

Owner	Airport	Item	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
*	Roundup	NR	-23	-36	-33	-28
		DC	89	2	4	4
		FR	112	38	37	32
		PT	63	80	81	83

Remarks:

With State aid of 50%, a 3 mill levy will be required during the 1974-1977 period. After that time, a 2 mill levy can produce adequate funds.

[1] See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Park

Owner	Airport	Item	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
*	Living-ston	NR	-14	-21	-15	-9
		DC	35	2	2	2
		FR	49	23	17	11
		PT	99	153	155	158

Remarks:

There are adequate financial resources with 2 mill airport tax revenues.

[1] See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Phillips

Owner	Airport	Item	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
*	Malta	NR	-12	-23	-22	-20
		DC	18	25	5	5
Co.	Morgan	NR	-5	-8	-8	-7
		DC	7	--	2	3
	Totals	NR	-17	-31	-30	-27
		DC	25	25	7	8
		FR	42	56	37	35
		PT	92	118	119	121

Remarks:

There are adequate financial resources with 2 mill airport tax revenues.

[1]See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Pondera

Owner	Airport	Item	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
*	Conrad	NR	-14	-21	-17	-13
		DC	20	67	3	3
*	Valier	NR	-13	-20	-17	-17
		DC	67	2	1	12
	Totals	NR	-27	-41	-34	-30
		DC	87	69	4	15
		FR	114	110	38	45
		PT	128	161	163	166

Remarks:

There are adequate financing resources with 2 mill airport tax revenues.

[1] See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Powder River

Owner	Airport	Item \ Period	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
Co.	Broadus	NR	-10	-16	-14	-12
		DC	39	1	0	1
		FR	49	17	14	13
		PT	126	161	177	195

Remarks:

There are adequate financing resources with 2 mill airport tax revenues.

[1]See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Powell

Owner	Airport	Item	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
*	Deer Lodge	NR	-15	-23	-22	-20
		DC	22	--	3	--
		FR	37	23	25	20
		PT	74	98	106	117

Remarks:

There are adequate financial resources with 2 mill airport tax revenues.

[1]See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Prairie

Owner	Airport	Item \ Period	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
AA	Terry	NR	-7	-10	-8	-5
		DC	44	1	1	3
		FR	51	11	9	8
		PT	42	53	53	54

Remarks:

With State aid and a 2 mill levy, there are adequate financial resources.

[1] See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Ravalli

Owner	Airport	Item \ Period	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
*	Hamilton	NR	-5	-4	+1	+6
		DC	35	9	122	10
Co.	Stevens-ville	NR	+2	+6	+11	+2
		DC	12	2	4	49
	Totals	NR	-3	+2	+12	+8
		DC	47	11	126	59
		FR	50	9	114	51
		PT	122	163	179	198

Remarks:

There are adequate financial resources with a 2 mill levy.

[1] See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Richland

Owner	Airport	Item	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
Co.	Fairview	NR	-2	-3	0	+3
		DC	14	1	2	10
*	Sidney	NR	-80	-130	-129	-131
		DC	97	17	17	22
	Totals	NR	-82	-133	-129	-128
		DC	111	18	19	32
		FR	193	151	148	160
		PT	160	207	222	246

Remarks:

With State aid and a 2 mill levy, there are adequate financial resources.

[1] See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Roosevelt

Owner	Airport	Item	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
*	Poplar	NR	-12	-18	-16	-14
		DC	8	3	1	1
*	Wolf Point	NR	-8	4	+26	+49
		DC	44	16	37	10
*	Culbert-son	NR	-2	--	+6	+14
		DC	32	5	70	4
	Totals	NR	-22	-14	+16	+49
		DC	84	24	108	15
		FR	106	38	92	--
		PT	145	192	207	229

Remarks:

There are adequate financial resources with a 2 mill levy.

[1]See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Rosebud

Owner	Airport	Item	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
Co.	Ashland	NR	-1	-3	-2	0
		DC	95	13	2	3
Co.	Forsyth	NR	-19	-29	-25	-20
		DC	48	2	--	2
	Totals	NR	-20	-32	-27	-20
		DC	143	15	2	5
		FR	163	47	29	25
		PT	156	206	221	244

Remarks:

There are adequate financial resources with a 2 mill levy.

[1]See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Sanders

Owner	Airport	Item	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
Co.	Hot Springs	NR	-3	-4	-2	+1
		DC	25	1	1	1
Co.	Plains	NR	-11	-17	-14	-11
		DC	38	1	1	1
Co.	Thompson Falls	NR	-4	-6	-4	-3
		DC	171	2	2	1
	Totals	NR	-18	-27	-20	-13
		DC	234	4	4	3
		FR	252	31	24	16
		PT	130	180	197	218

Remarks:

With State aid included, the total local financial requirement is $135,000 as compared to $130,000 in tax revenues for the 1974-1977 period. To meet the need for this period, a 3 mill levy is required. Thereafter revenues from a 2 mill levy will be sufficient.

[1] See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Sheridan

Owner	Airport	Item	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
*	Medicine Lake	NR	-5	-7	-7	-6
		DC	51	0	1	3
*	Plenty-wood	NR	-17	-26	-21	-15
		DC	24	2	17	22
	Totals	NR	-22	-33	-28	-21
		DC	75	2	18	25
		FR	97	35	46	46
		PT	101	130	131	133

Remarks:

There are adequate financial resources to meet the needs with a 2 mill levy.

[1] See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Silver Bow

Owner	Airport	Item \ Period	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
Co.	Butte	NR	-101	-123	-25	+140
		DC	3457	219	200	260
		FR	3558	342	225	400
		PT	418	568	576	589

Remarks:

Butte Airport definitely has a financing problem for the 1974-1977 period. In addition to 50% State aid, a 9 mill levy is required to meet the financial needs for this period. Instead, bond financing is recommended for this period with a 5 mill levy. A Master Plan is also recommended.

[1] See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Stillwater

Owner	Airport	Item \ Period	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
*	Columbus	NR	-11	-16	-12	-6
		DC	47	3	2	2
		FR	58	19	14	8
		PT	80	103	104	106

Remarks:

There are adequate financial resources with a 2 mill levy.

[1] See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Sweet Grass

Owner	Airport	Item	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
Co.	Big Timber	NR	-21	-33	-30	-26
		DC	27	--	22	2
		FR	48	33	52	28
		PT	56	72	72	74

Remarks:

There are adequate financial resources with a 2 mill levy.

[1] See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Teton

Owner	Airport	Item \ Period	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
*	Choteau	NR	-15	-24	-21	-19
		DC	18	15	--	2
*	Dutton	NR	-5	-9	-8	-7
		DC	95	--	3	--
*	Fairfield	NR	-6	-9	-7	-6
		DC	31	1	2	2
	Totals	NR	-26	-42	-36	-32
		DC	144	16	5	4
		FR	170	58	41	36
		PT	117	149	150	153

Remarks:

With State aid and a 2 mill levy, there are adequate financial resources.

[1] See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
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AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Toole

Owner	Airport	Item	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
*	Shelby	NR	-12	-17	-13	-7
		DC	107	3	5	4
		FR	119	20	18	11
		PT	136	175	176	179

Remarks:

There are adequate financial resources with a 2 mill levy.

[1] See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Treasure

Owner	Airport	Item \ Period	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
Co.	Hysham	NR	-2	-2	-1	+1
		DC	9	2	--	2
		FR	11	4	1	1
		PT	23	29	29	30

Remarks:

There are adequate financial resources with a 2 mill levy.

[1] See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Valley

Owner	Airport	Item (Period)	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
*	Glasgow	NR	-101	-161	-151	-131
		DC	109	350	52	38
*	Opheim	NR	-9	-14	-13	-13
		DC	13	1	2	--
	Totals	NR	-110	-175	-164	-144
		DC	122	351	54	38
		FR	232	526	218	182
		PT	145	185	188	192

Remarks:

For 1978-1982 with State aid included, the total local financial requirement is $351,000. A 2 mill levy would produce only $185,000, therefore a 4 mill levy would be required to meet the need. A Master Plan study is suggested for Glasgow Airport.

[1]See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
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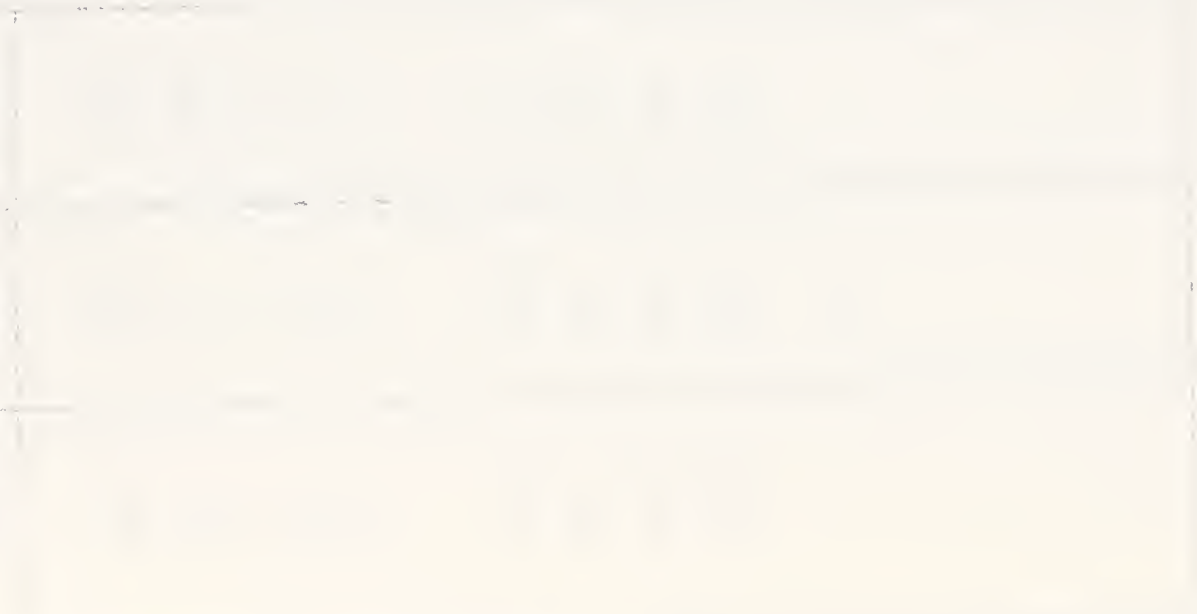
DC	: Development Cost		



AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Wheatland

Owner	Airport	Item	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
Co.	Harlow-town	NR	-14	-22	-20	-18
		DC	17	--	--	--
		FR	31	22	20	18
		PT	42	54	55	56

Remarks:

There are adequate financial resources with a 2 mill levy.

[1] See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		

AIRPORT FINANCIAL FEASIBILITY EVALUATION [1]
(In Thousands of 1972 Dollars)

County: Yellowstone

Owner	Airport	Item	1974 to 1977	1978 to 1982	1983 to 1987	1988 to 1992
Ci.	Billings	NR	+905	+1311	+1745	+2257
		DC	661	2066	403	1437
		FR	--	755	--	--
		PT	510	687	746	811
Ci.	Laurel	NR	-21	-30	-20	-7
		DC	23	5	7	27
		FR	44	35	27	34
		PT	22	29	31	33

Remarks: Billings is expected to operate with sufficient net income to cover the airport development requirements, 50% State aid included. In this instance, a 2 mill levy can serve as complimentary revenue sources. Financing by general revenue bonds is recommended. For Laurel, a 3 mill levy can provide adequate funds during the 1974-1982 period with a 2 mill levy for the remainder of the study period. Master Plans are recommended for both Laurel and Billings.

[1] See the introductory remarks of Appendix II, No. 3.

CODES

*	: City-County jointly	FR	: Total Financing Requirement
AA	: Airport Authority	NR	: Net Revenue
Ci	: City	Pr	: Private
Co	: County	PT	: Property Tax Revenues
DC	: Development Cost		